

ESSB 5768 - H AMD TO TR COMM AMD (H-3051.1/09) **794**

By Representative Armstrong

1 On page 2, beginning on line 1 of the striking amendment, strike
2 all material through "county." on page 3, line 5, and insert the
3 following:

4 "(2) The state route number 99 Alaskan Way viaduct replacement
5 project finance plan must include state funding not to exceed two
6 billion four hundred million dollars. State funding is contingent on
7 a four hundred million dollar contribution by the city of Seattle,
8 which shall be applied to construction of the deep bore tunnel. The
9 city's contribution of four hundred million dollars shall be in
10 addition to the city's pledged contribution of over nine hundred
11 thirty million dollars to the replacement project, and shall not
12 transfer any ownership rights or interests in the deep bore tunnel
13 from the state to the city. The combined state and city funds, as
14 described in this subsection, must be used solely to build a
15 replacement tunnel, as described in subsection (1) of this section,
16 and to remove the existing state route number 99 Alaskan Way viaduct.
17 All costs associated with city utility relocations for state work as
18 described in this section must be borne by the city of Seattle and
19 provided in a manner that meets project construction schedule
20 requirements as determined by the department. State funding is not
21 authorized for any utility relocation costs, or for central seawall or
22 waterfront promenade improvements."

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24 On page 3, beginning on line 24, strike all of section 3

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26 Renumber the remaining section consecutively and correct any
27 internal references accordingly.

EFFECT:

- Strikes the following provisions establishing that: state funding for the project must include at least \$400 million in toll revenue; the Department of Transportation must provide updates cost estimates for the project; any contract entered into by the Department related to construction of the tunnel must include incentives and penalties to encourage on-time completion and to minimize potential cost overruns; the state, city, and county Department of Transportation must establish a single point of accountability for the project; the state, city, and county Departments of Transportation are responsible for costs, delivery, and risks related to their respective project components; and the state's contribution of \$50 million for the South Spokane Street viaduct project is contingent on the city of Seattle funding and providing certain city street improvements.
- Makes state funding for construction of the tunnel and removal of the existing viaduct structure contingent on a \$400 million contribution by the city of Seattle to construction of the deep bore tunnel, and establishes that the city's contribution of \$400 million is in addition to the city's pledged contribution of over \$930 million to the replacement project.
- Provides that the city's contribution to construction of the deep bore tunnel does not transfer ownership rights or interests in the tunnel from the state to the city.

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